

MASON'S



Hongkong Daily Press.

SUBSCRIPTIONS

ESTABLISHED 1857

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frequently
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FOR YOUR EYES' SAKE!

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No. 10,508. 號三零百五千九萬一第

日三十月十年申庚

HONGKONG, THURSDAY, DECEMBER 2ND, 1920. 四拜禮

號二月二十年九國民華中

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TIME TABLE.

WEEK DAYS
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.00 " " 10 " "
9.30 " " 10.00 " " 15 " "
10.30 " " 11.00 " " 15 " "
11.30 " " 12.00 p.m. " 10 " "
12.30 " " 1.00 p.m. " 15 " "
1.30 " " 2.00 " " 15 " "
2.30 " " 3.00 " " 10 " "
3.00 " " 3.10 " " 10 " "
Next Cars
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SATURDAY

Extra Car—12 midnight
SUNDAY
7.30 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 1.30 " " 15 " "
1.30 " " 2.00 " " 15 " "
2.00 " " 2.30 " " 10 " "
2.30 " " 3.00 " " 15 " "
3.00 " " 3.10 " " 10 " "
Next Cars
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

As on Week Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
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Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars can be obtained on
application at the Company's Office. No
Season Ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Comptroller Order represent-
ing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after TUESDAY, NOVEMBER 2nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1. Local	No. 2. Through	No. 3. Through	No. 4. Through	No. 5. Through	No. 6. Through	No. 7. Through	No. 8. Through	No. 9. Through	No. 10. Through	No. 11. Through	No. 12. Through	No. 13. Through	No. 14. Through	No. 15. Through	No. 16. Through	No. 17. Through	No. 18. Through	No. 19. Through	No. 20. Through	No. 21. Through	No. 22. Through	No. 23. Through	No. 24. Through	No. 25. Through	No. 26. Through	No. 27. Through	No. 28. Through	No. 29. Through	No. 30. Through		
CANTON (Chaiwan) dep.	7.30	7.45	8.00	8.15	8.30	8.45	9.00	9.15	9.30	9.45	10.00	10.15	10.30	10.45	11.00	11.15	11.30	11.45	12.00	12.15	12.30	12.45	1.00	1.15	1.30	1.45	2.00	2.15	2.30	2.45	3.00	
REEK (Lai) dep.	7.35	7.50	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50	3.05	
Shum Chai dep.	7.40	7.55	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55	3.10	
Sheungshui dep.	7.45	7.60	7.75	7.90	8.05	8.20	8.35	8.50	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.05	1.20	1.35	1.50	2.05	2.20	2.35	2.50
Yau Ma Tei dep.	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	9.10	9.25	9.40	9.55	10.10	10.25	10.40	10.55	11.10	11.25	11.40	11.55	12.10	12.25	12.40	12.55	1.10	1.25	1.40	1.55	2.10	2.25	2.40	2.55
Yau Ma Tei dep.	7.55	7.70	7.85	8.00	8.15	8.30	8.45	8.60	8.75	8.90	9.05	9.20	9.35	9.50	10.05	10.20	10.35	10.50	11.05	11.20	11.35	11.50	12.05	12.20	12.35	12.50	1.10	1.25	1.40	1.55	2.10	
Yau Ma Tei dep.	8.00	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	
Yau Ma Tei dep.	8.05	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	
Yau Ma Tei dep.	8.10	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	
Yau Ma Tei dep.	8.15	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	
Yau Ma Tei dep.	8.20	8.25	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	
Yau Ma Tei dep.	8.25	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	
Yau Ma Tei dep.	8.30	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	
Yau Ma Tei dep.	8.35	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	
Yau Ma Tei dep.	8.40	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	
Yau Ma Tei dep.	8.45	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	
Yau Ma Tei dep.	8.50	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	
Yau Ma Tei dep.	8.55	8.60	8.65	8.70	8.75	8.80	8.85	8.90	8.95	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	
Yau Ma Tei dep.	9.00	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	
Yau Ma Tei dep.	9.05	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	
Yau Ma Tei dep.	9.10	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	
Yau Ma Tei dep.	9.15	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	
Yau Ma Tei dep.	9.20	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	
Yau Ma Tei dep.	9.25	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	
Yau Ma Tei dep.	9.30	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	
Yau Ma Tei dep.	9.35	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	
Yau Ma Tei dep.	9.40	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	
Yau Ma Tei dep.	9.45	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	
Yau Ma Tei dep.	9.50	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	
Yau Ma Tei dep.	9.55	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	
Yau Ma Tei dep.	10.00	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	
Yau Ma Tei dep.	10.05	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	
Yau Ma Tei dep.	10.10	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	
Yau Ma Tei dep.	10.15	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	
Yau Ma Tei dep.	10.20	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50	
Yau Ma Tei dep.	10.25	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50	12.55	
Yau Ma Tei dep.	10.30	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50	12.55	13.00	
Yau Ma Tei dep.	10.35	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35	11.40	11.45	11.50	11.55	12.00	12.05	12.10	12.15	12.20	12.25	12.30	12.35	12.40	12.45	12.50	12.55	13.00	13.05	
Yau Ma Tei dep.	10.40	10.45	10.50	10.55	11.00	11.05	11.10	11.15	11.20	11.25	11.30	11.35</																				

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Kashima — Kashima Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel
Kobe — Kobe Hotel	Kyoto — Kyoto Hotel	Nikko — Nikko Hotel	Tokyo — Tokyo Station Hotel

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSEN

Keijo (Seoul) — Chosen Hotel	Changchun — Yamato Hotel	Hotel (Mukden) — Yamato Hotel
Fusan — Fusan Station Hotel	Dairen — Yamato Hotel	Ryongjin (Port Arthur) — Yamato Hotel
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FA. REMARKABLE SWINDLE. STORY OF CHINESE PRISONER.

[ASIAN NEWS AGENCY.]

NANKING, November 14th.—In connection with the attempted swindling of Chinese girls for studying in England by a certain group of educational swindlers recently exposed by the British Legation, the police have arrested a young man named Han Yi. The heartless swindler, when brought before the authorities, made the following interesting admissions:

"Liang Chia-yi, an adherent of the Buddhist Religion, is the chief of the Chinese Educational Mission for foreign countries. Liang recently signed an agreement with a wealthy British lady, Mrs. Seller (1), who was formerly in Hutan and is well disposed towards the young female generation of China. The principal points of the said agreement are:

"That Chinese girls students will each receive eighty pounds sterling per month in England and this money will be paid by Mrs. Seller at the end of every month through bankers in London.

"That when in England, the girl students who are to be between fifteen and twenty years of age, must study in the schools and colleges named by Mrs. Seller and must absolutely refrain from interfering in any way with Chinese politics. Without the special sanction of the Chief of the Mission, no girl student shall be permitted to have any social intercourse or relation with any person, either foreign or Chinese.

"That every girl student must meet the Chief of the Mission on Sunday morning every week to exchange opinions and views on educational and other current events. All the students must live in houses designated by the Chief of the Mission and not strictly in accordance with her orders and instructions.

"That extra beauty is not necessary, but as the girl students will mingle with Britishers and other foreigners of high social standing in London, they must be of good looking, neither too short nor too high, too thin or too fat, and also they must be well dressed.

"That during their sojourn in England, the girl students are prohibited from marrying foreigners. Matrimony with Chinese students and others abroad is not forbidden; but previous sanction must be obtained from Mrs. Seller. Without the permission of Mrs. Seller, no student is permitted to make friendship with male students, either foreign or Chinese.

"That girl students of this Mission in England shall not be allowed to discuss or write or cause to be written or printed anything concerning the existing form of government in England, or engage in politics.

There are other stipulations in the agreement, such as the requirement of guarantee or security from the girl students, the granting of extraordinary purposes and that for the personal safety of the students, every girl student, on her arrival in London, must live with Mrs. Seller, for a period of from one to two years without discrimination.

The Chinese chief of this mission, Liang Chia-yi, is now believed to be hiding outside the Chienmen city gate of Peking. Han Yi will probably be sent up to the metropolitan capital for penalties.

The suspicion of the Chinese people has been drawn to the unusual monetary allowance of eighty pounds sterling per month, which is said to be twice as high as the Peking Government grants to Chinese government-supported students in England and other European countries, and also to the existence of good looking girls. It is reported that some young girls have already been despatched to Europe by this so-called Chinese educational mission.

GERMAN TOYS IN SINGAPORE.

A correspondent writing in the *Straits Times* under the signature "Our Wounded First" says:

"It has come as a shock and a very painful surprise to me, to see German toys on sale in one of our leading shops here, and, as a mother, I want to appeal to other mothers not to buy them for their children. Let us at least show some decency of feeling and may the loss through sales, rebound on those who ordered them.

"When we think of our limble and sightless men, who are so bravely trying to make a fresh start in life in this industry, we should do our part by supporting them and keep the market as free as possible for their efforts. The excuse is they cannot supply the demand. Well let the kiddies have fewer toys until they can. No child would mind making that small sacrifice, if the reason were explained of this, and trusting the appeal will have the desired result."

2,000 SQUARE MILES OF SMOKELESS COAL. PROPOSED PURCHASE FOR ADMIRALTY.

VANCOUVER, October 19th.—It is announced here that negotiations are pending between a syndicate representing the British Admiralty and the owners of the Ground Hog coal properties in northern British Columbia for the purchase of nearly 2,000 square miles of territory, forming the largest smokeless steam coal deposit known in the world.

Negotiations were begun with Lord Rhonda in 1904 through Mr. Z. Campbell Johnston, a mining engineer, who first opened the Ground Hog district, but they had not been completed when Lord Rhonda died. The matter was again discussed during Lord Jellicoe's visit last year, and since then it has been under investigation.

The Ground Hog property lies 120 miles from Tidewater at the head of the Portland Canal, about 100 miles north from Vancouver—Zee.

GERMAN ZEPPELINS. BERLIN—SAN FRANCISCO PASSENGER SERVICES.

The Zeppelin is not a back number. A Zeppelin service is to be run from a base in Spain to South America.

This important news was disclosed by Sir Trevor Dawson, managing director of Messrs. Vickers, Ltd., at the Air Conference recently. Sir Trevor also announced that:

The Zeppelin Company contemplate building super-Zeppelins for a freight and passenger service between Berlin and San Francisco, calling at Paris, New York, and Chicago. The scheduled time for the return journey is four days, and the scheme is backed by the Hamburg-American Line and prominent American financiers.

The British Government is prepared to hand over its airships and some of its air stations to a British syndicate that will run the passenger and freight air service on commercial lines.

Air-Marshal Sir Hugh Trenchard and Lieut-General Sir Philip Chetwode made it clear that the future of war literally is in the air.

"The airship will have its great opportunity on the world's ocean routes, said Sir Trevor Dawson. "It will be the only practicable means of aerial transport for non-stop voyages of 1,000 miles and over."

"Airships will work on the great world's trunk routes between central aerodromes. From England to India they will call at Cairo and Karachi only. The aeroplane will be utilized for shorter journeys and connect with these aerodromes, so that they will not conflict, but co-operate. The fact that the airship can travel much greater distances without stop will mean that in a long journey the greater speed of the aeroplane will be entirely nullified, and there will be little difference in the total time taken on the journey.

"The speed of the large rigid airship of today is sixty to seventy miles per hour. The fastest ocean steamships of the world cross the Atlantic at a speed of twenty-eight miles per hour. A rigid airship could make the present time taken from London to Cape Town from the eighteen days occupied by steamship to five days, and to India from sixteen days to four or five."

A rigid airship of at least four million cubic feet capacity, 800 feet in length and 100 feet in diameter, will be required to carry 100 passengers, luggage and mails, and maintain an average speed of sixty miles per hour. The largest existing airship built has a capacity not much over two million cubic feet.

"War is the test of every fighting service," said Air-Marshal Sir H. M. Trenchard in a paper dealing with "Aspects of Service Aviation," and this must be the governing factor of all peace operations.

"The Royal Air Force for a first-class war must be dependent on airship aid, and what is needed is a medium of civil aviation. The force, with no peace experience behind it, must learn by trial and error. We want criticism and welcome it. We must be able to rely upon its assistance under all conditions of weather and in mid-ocean."

Sir William Jernyngham, M.P., painted a fearsome picture of the next great war. "The aeroplane will be the long-range artillery of the future; it will be the fast-moving scout machine that will guard the great bombing machines, which will drop death-dealing explosives from almost invisible heights at a height of 18,000 or 20,000 feet upon the great towns of the enemy country."

ALCOHOL AND PETROL. MANCHESTER UNIVERSITY EXPERIMENTS.

Mr. Walter Long presided at a sitting of the Imperial Motor Transport Conference held at the Royal Automobile Club, at which Mr. H. B. Dixon, F.R.S., Professor of Chemistry in Manchester University, read a paper on "Researches on Alcohol as a Motor Fuel."

Professor Dixon explained that investigations were undertaken in Manchester University by himself and his research students, at the request of the Departmental Committee on Power Alcohol. The expenses had been borne in equal shares by the Royal Automobile Club and the Commercial Motor Users' Association.

The objects were to obtain data for comparing alcohol with petrol as a fuel for motor and other small engines, and to determine how its qualities were modified by admixture with motor vehicle liquids. His work showed that alcohol had most of the properties required in a motor fuel. It had a lower calorific value than petrol, but this was almost compensated for by the fact that it could be used under greater compression. Even the admixture of 20 per cent. of benzine, which was convenient in starting from cold, did not materially lower the high ignition temperature under compression. Alcohol mixtures could be husbanded for the special services in which they could not be replaced.

The initial disadvantage of alcohol was that it gave off vapour very slightly at low temperatures. Air bubbled through it did not carry off enough vapour to form an explosive mixture unless the alcohol were first heated. It was possible to overcome this by spraying alcohol into the cylinder and warming it by compression. But if air were bubbled through a 20 per cent. benzine-alcohol mixture, the resulting stream of vapour and air was highly explosive, and an engine could be started from cold on it.

The compressions at which mixtures of alcohol vapour and air with and without the admixture of benzine ignited had been determined by a system of trial and approximation. For each mixture the compressions were gradually increased until the mixture exploded. In a second series the compressions were gradually reduced until the mixture failed to explode.

The movements of flame through the exploding mixtures and the detonation effects had also been worked out. If alcohol could be supplied, there was no doubt but that it could be used with complete satisfaction in commercial and private motor engines, most conveniently when mixed with 20 per cent. benzine. The advantage was that the deposits of mineral oil were limited, and could not be increased, whilst the potential supply of alcohol was limited only by our power to produce fermentable sugar through the sun's energy.

THE BRITISH TEXTILE INDUSTRY. WEAVING DEVELOPMENTS.

Mr. Oscar S. Hall, M.I. Mech.E., Bury, delivered a lecture at the recent Textile Congress in London on the "Achievements and Possibilities of Machinery in Producing Woven Fabrics, dealing with both hand power machinery and with the possibility of improving the existing and devising new mechanism. He declined to admit that the days of the hand loom were numbered and its possibilities exhausted. With the introduction of an improved hand loom there might be a great future before it. There were remote places in this country where there was leisure to be occupied with the hand loom. In countries of backward civilization, in farm colonies, in sanatoria, and in institutions for the feeble-minded, there were opportunities for its use. He mentioned the case of an institution for the feeble-minded in which all the material for the clothing of the inmates was woven by them on the hand loom, and the material was produced cheaper than it could be purchased on the open market, and was of better quality.

The man in the street would be surprised if he were told how many hand looms there were in the prisons of the country. No more humane employment could be provided for the prisoners. He knew of a case where a prisoner employed on a hand loom became so much in love with the work that when his time was up and he was liberated he immediately committed another misdemeanour in order to be sent back to it (laughter) and the authorities were glad to have him back (laughter).

But this was an entirely different phase of the industry from that associated with power looms. The power loom needed to be developed as intensively as possible with a view to economy of human labour. Automatic self-replenishing looms, others with variable speed, and others with a positive shuttle movement were achievements. In the past the engineer had been too much handicapped by the demand of the weaver, but in the future great possibilities were presented in the still further addition of automatic arrangements. The need was, above everything else, for an entirely newly-designed loom, more constant and regular than was the case at present.

In regard to hand-looms for partly disabled soldiers and sailors, the back-to-the-land problem might yet be in a considerable measure solved and a return effected of association of weaving and agriculture. Concluding, the lecturer drew a fanciful picture of the future, when automatic looms might be in operation whilst farming operations were being carried on by the attendants, or even whilst football and cricket were being played (laughter) as there were instances in which looms were to-day left running for several weeks without the presence of a single attendant. In no direction was the scope so extensive, from an artistic, mechanical, or utilitarian standpoint, as in the production of woven fabrics. (Cheers.)

The Chairman, in reference to the claim for the utility of hand-looms, said there were hand-looms and hand-looms. There was one form of hand-loom which was usually associated with village industries and with schools of weaving (laughter) but he had never known anyone make such a loom who was able to get a living out of it, nor of any institution using it to turn out a balance sheet on the right side. The hand-loom could produce very beautiful materials, but they could not be compared with the power-loom, be produced economically. He hoped the story of the prisoner who committed a crime in order to be sent back to the hand loom, would not be spread abroad, as it would be a serious thing for the textile industry if his example was followed to any great extent (laughter).

Lord Haig's Dispatches. Praise from Marshal Foch.

Marshal Foch has written an introduction to the French translation of Field Marshal Lord Haig's despatches from December, 1915, to April, 1919. In his introduction, which is given in French in tonight's *Times*, the great French Commander pays a warm, soldierly tribute to his British colleague, and incidentally to the attainments of British arms in the war. Having cordially sketched the stages of the great task of building up the British armies until they became "a magnificent tool for waging war," Marshal Foch goes on:

"When the despatches confine themselves to telling us that after a decisive period the Germans, exhausted and worn out in 1914, 1915, 1916, and 1917, were beaten in 1918, they do not tell us why the wearing down process lasted so long and the decision came so quickly, still less why it was turned into victory for the Allies. They state the results without explaining the causes. They do not tell of the hand that worked the tool.

Marshal Foch then praises "the hand that worked the tool." He remarks briefly on the handicaps the Allies suffered by reason of their unpreparedness for war, and their inevitable consequences in so counting for the decisive results obtained up till 1917, and he deals admirably with the efforts that went on until the launching of the great offensive in July, 1918. The greatness of the British attainments in that offensive he effectively brings out by naming at different stages the number of prisoners and guns captured in each, and after this impressive array of figures he says: "Never in any moment of our history have British armies obtained in an offensive as great results as in that attack, which continued for six days, from July 18th to November 11th. It was indeed a complete victory, obtained thanks to the valour of the Army Commander and, above all, to the disinterested, keen, loyal, and energetic determination of their Commander-in-Chief, which made possible operations on the largest scale."

The Marshal concludes with a neat and generous tribute to Lord Haig's loyal co-operation in the "general plan of the Allies formulated by the new Supreme Command," after the experience of war had resulted in the adoption of a single command. The gaps in the despatches upon this point, says Marshal Foch, I have filled for the sake of truth (laughter).

INTIMATIONS. NOTICE. MINISTRY OF COMMUNICATIONS.

THE MINISTRY OF COMMUNICATIONS is now in need of CHINESE STUDENTS who have been trained either at the Universities or Higher Technical Schools in China or abroad on the following subjects: General Railway Administration, Accounting, Traffic, Workshop, and Store Management, Railway Laws and Regulations, Railway Statistics, Civil Engineering, Mechanical Engineering, Railway Engineering, Bridge design and construction, Surveying, Drafting, Masonry, Hydraulic Engineering, or Car Manufacturing, Signal Engineering, Testing of Materials, etc.

Applicants shall send in their applications together with their diplomas, certificates, and published works, if any, not later than the 31st of December, 1920, to the following address:—
Mr. CHENG KUNG-NIEN,
Director of Railway Department.

Ministry of Communications, Peking. Every application must contain the address of the applicant. Non-residents of Peking need not file their applications in person.

Suitable positions will be given to successful candidates. Unsuccessful candidates will have their diplomas, and other documents returned to them according to the address in the application. [1731]

AVIS OFFICIEL.

Relatif au recrutement d'agents techniques Chinois pour le chemin de fer.

La question des chemins de fer dans tous les pays à l'étranger cette question a acquis un développement considérable et jusqu'à présent en Chine, elle ne permet pas de comparer notre pays aux autres puissances. C'est pourquoi notre intention est de modifier et d'améliorer nos méthodes actuelles, soit qu'il s'agisse de lignes déjà terminées, soit, en ce qui concerne celles dont les travaux ne sont pas encore commencés. Nous avons donc besoin de nombreux agents techniques pour l'administration, exploitation, comptabilité, finances, statistiques, contentieux, et pour les études topographiques, plans, projets, traversées de rivières, ponts, et pour les ateliers de toutes sortes, construction du matériel roulant, appareils de vote, signaux, et pour les essais réception des matériaux ou machines, et encore pour d'autres services spéciaux.

Ayant vu que nous avons déjà beaucoup d'étudiants qui ont fait des études à l'étranger et des candidats qui possèdent des connaissances spéciales nous voyons beaucoup de candidats pour placer les étudiants et les agents techniques conformément à tout ce qu'ils ont de capacité et d'expérience.

En conséquence nous publions les conditions d'admission:

1. Les étudiants qui ont terminé leurs études à l'université ou dans une école supérieure spéciale à l'étranger ou en Chine sont autorisés à présenter au Chef du département des chemins de fer au Ministère des Communications leur certificat de sortie ou autre publication on travail quelconque personnel sous lettre recommandée, cachetée avec leur adresse. Les étudiants doivent joindre à leur demande leur biographie en langue étrangère, s'ils ne peuvent pas l'écrire en chinois.

2. La demande à présenter par les postulants sera reçue jusqu'au 31 Décembre 1920.

3. Les étudiants ou agents techniques qui ne sont pas à Peking devront attendre la réponse du Ministère qui leur fera connaître par une lettre le jour pour passer leur examen, on leur renverra leur certificat s'il n'est pas jugé suffisant pour les appeler à un examen.

4. Seront refusés sans explications, tous les candidats ou agents techniques qui présenteront une différence d'écriture entre leur première demande et les dernières compositions, ou qui par un moyen quelconque chercheraient à se faire remplacer pour passer leur examen.

5. De même ne seront pas acceptés tous les étudiants ou agents techniques qui auraient fait des démarches, non permises, ou tenté d'employer des procédés défectueux ou qui autrement auraient fait d'une mauvaise conduite.

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INSPECTION INVITED.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE SINN FEIN OUTRAGES.
ENORMOUS DAMAGE IN LIVER-
POOL AND BOOTLE.

LONDON, November 29th.

The incendiary outrages in Liverpool were indicated in the captured Sinn Fein documents disclosed by Sir Hamar Greenwood in the House of Commons last week, in which it was clearly laid down that plots to wreck docks would be accompanied by diversions consisting of numerous fires in cotton and other warehouses half-an-hour before the other operations.

It is now estimated that the damage will run into millions of pounds. Thirteen thousand bales of wool were damaged in two warehouses in Bootle alone. The damage to cotton in the Edingham Street area is estimated at £400,000.

Firemen had the greatest difficulty in circumscribing the outbreaks, owing to the close huddling of the property. The incendiaries worked crudely, but on scientific lines, clearly in accordance with a carefully arranged plan. Gangs were allotted to each building marked out for destruction. The military are now guarding the north end of the docks.

The *Daily News* attributes the erection of barricades in the neighbourhood of Whitehall not solely to the Irish situation but also to the possibility of Labour troubles in view of the black winter outlook. THOUSANDS OF TONS OF COTTON DESTROYED.

It is completely estimated that the loss in the Liverpool fires is £3,250,000.

Fire brigades fought the flames magnificently, and, in most instances, saved the buildings and the greater part of their contents. This morning thousands of tons of cotton is seen smouldering.

In Bootle, three warehouses were gutted and buildings which contained 14,000 bales of cotton collapsed, and 6,000 bales of cotton were ruined.

Two six-storied warehouses were ablaze face to face in Jordan Street, Liverpool, and firemen worked between the flames. In one warehouse, 2,000 bales were destroyed, and in the other 1,700 bales of cotton. Several hundred bundles of hides have been lost.

CONFESSION OF MAN ARRESTED
IN LIVERPOOL.

One of the men arrested in Liverpool has been charged with the murder of a civilian. He is alleged to have admitted that he is a Sinn Fein. He also stated that he possessed a sketch of the principal places where the fires occurred. He was remanded in custody for a week.

STATEMENT IN PARLIAMENT.

In the House of Commons, replying to questions, Mr. Shortt said that the situation in Liverpool seemed to be well in hand. There seemed to be no doubt that the fires were the result of an organised conspiracy in which members of the Sinn Fein Party were engaged. The Police took all possible precautions.

Replying to Mr. Will Thorne, the Speaker said that all the Galleries of the House of Commons have been closed to the public as a result of information which the Chief Commissioner of Police had received.

(Unseen).

PRECAUTIONS IN HOUSES OF
PARLIAMENT.

The strictest precautions against Sinn Feinism are being taken in the Houses of Parliament. Not only the Galleries in both the Houses are closed but the public are also entirely excluded, except from St. Stephen's Hall and the adjoining outer lobby where members can interview constituents and persons having business in the House. But those who are unknown to the Police are being searched.

Special precautions are being taken in regard to motor traffic in Palace Yard and a Police motor-boats with a machine-gun is patrolling the river front.

DISCUSSION AT 10, DOWNING
STREET.

It appears that the decision to close the Galleries in the House of Commons was made at a meeting of Ministers at 10 Downing Street this morning at which the Speaker, General Horwood, the Commissioner of the Metropolitan Police, and Sir Basil Thompson, of Scotland Yard, were present. The main developments in connection with Sinn Feinism were discussed.

PRECAUTIONS IN GLASGOW.

Glasgow authorities have elaborately prepared against a Sinn Fein outbreak in the city. Special Police and guards have been posted at docks and all public buildings, as a powerful Sinn Fein body exists in Glasgow and Clydesdale generally. Sinn Feiners have been frequently seen drilling in the neighbourhood.

At Southampton, also, precautionary measures are being taken to ensure the safety of the docks and of the vessels in the docks.

LONDON TIMBER-YARD ATTEMPT
FOILED.

It is suspected that a Sinn Fein attempt at arson on a large scale in London was foiled. A policeman on his night-bent encountered a man near a big timber-yard in Finsbury and detained him. Suddenly the policeman was set on by five other men. A struggle ensued, and the constable was overpowered. All escaped. One was subsequently captured after half-an-hour's chase by dozens of policemen who were attracted by whistle-blowing. Later, detectives found paraffin-soaked cotton wool in the timber-yard, also a number of revolvers and oilcans which, it is alleged, were dropped by the fugitives.

CHARGE OF ARSON IN LONDON.

The man arrested yesterday in connection with attempted arson in a London timber-yard was brought up in a police court. He is a student, 30 years of age, named Robinson. A police inspector gave evidence showing that documents relating to the Irish Self-Determination League and the Gaelic League were found in the prisoner's rooms. No other evidence was offered.

The accused was remanded for a week, no bail being granted.

IRISH-AMERICAN GUNMEN IN
LONDONDERRY.

It is reported that the military authorities in Londonderry have been informed that a number of Irish-American gunmen have arrived in Londonderry where certain officers have received notices threatening them with a fate similar to that of the Dublin officers unless they leave Ireland.

FIFTEEN "BLACK-AND-TANS"
KILLED.

Seventeen "Black-and-Tans," under District-Inspector Craik were parading in two lorries yesterday, when they were ambushed near Kilmichael by a hundred men. Fifteen "Black-and-Tans" were killed. One is missing and one was mortally wounded. Their ammunition and arms were captured by their assailants, and the lorries were burned.

REFRISALS FOLLOW "BLACK-
AND-TANS" MURDERS.

The Transport Workers' Union Hall in Cork was burned down as a result of explosions within the building which preceded the outbreak of fire. After the Kilmichael ambush, many shops in the district were burned down. Large parties of armed Auxiliary Police are patrolling the town as a precautionary measure against further reprisals, but it is reported that scarcely a house within the district is undamaged. Terrified people are clearing out and business is at a standstill. In Macroom all the shops are closed.

DAVIS CUP.

INDIA TO ENTER TEAM.

DELHI, November 29th.

The Committee of the All India Lawn Tennis Association has decided to enter a team for the Davis Cup in 1921.

PREACHING TO THE KING.

A number of distinguished Scottish ministers have had the honour of preaching before the King and Queen at Crathie Church this summer. For the most part the sermons have been of expository and occasionally on evangelical lines, but the eloquent address by Professor W. P. Paterson, of Edinburgh University, seems to have dealt with the things of this life as well as the gateway to the next. "After the Deluge" was his theme. "Noah became a husband-man" and the people got to work. No commandment of God rung more clearly throughout the world to-day than his "Get to work." That was the modern application of the text. Professor Paterson in early life was an enthusiastic Christian Socialist, and during his residence in Aberdeen he helped to form a local Socialist Society. That was in the days when the House of Commons was a place of debate and discussion. The connection with Sinn Feinism was discussed.

APPEAL TO PRIVY COUNCIL.

INTERESTING LEGAL
CONTROVERSY.

LONDON, November 29th.

An interesting juridical controversy as regards the desirability of the right of appeal from the Dominions to the Judicial Committee of the Privy Council has been raised by a recent statement by Lord Cave, who, on returning from Canada, stated that Canada generally favoured the retention of the right.

This opinion was challenged in one Canadian quarter, but was supported by the Associated Boards of Trade, Ontario. Sir Percival Laurence, in a letter to the *Times*, now points out that the objection to the view is perhaps open to qualification, and recalls his visit to Canada, at the request of Sir Starr Jameson, at the time the movement of the union of South Africa was initiated, in order to study the British North America Act. Sir Wilfred Laurier told him that several of his ministers had entertained different views, but he personally favoured the retention of the right to resort to the Privy Council, and he furnished an example of value in connection with a religious case.

Since his visit Sir Percival Laurence considers that various circumstances have doubtless tended to strengthen the opposing view, and refers to the opinion expressed by Sir Robert Borden in the Imperial Conference of 1918 as probably accurately representing the trend of opinion.

Sir Percival Laurence mentions the Australian and the South Africa Constitution Acts, dealing with the question of appeals, and thinks that the objection on the ground of expense, which is liable to be abused by a wealthy corporation, might be mitigated by providing that the appellant should undertake to defray the costs of the appeal, whatever the result, or by allowing the solicitor and client to share costs to the respondent if the appeal fails. He believes that delays have recently been substantially overcome, but they are mainly attributable to the parties themselves or special circumstances. A further objection has been the Committee's decision on a comparatively subordinate point where both parties desired a decision on broader grounds. Sir Percival Laurence believes that the Judicial Committee constituted one of the links still welding the nations of the British Empire together, and he would greatly regret its severance.

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

DANGER OF ASIATIC
IMMIGRATION.

PHILADELPHIA, November 29th.

Addressing the Union League Club, the Republican leader of the Senate, Senator Lodge, dwelling on the International problems confronting the new Government, said that there was one arrangement which he would very much like to make with Canada and Australasia, namely, as regards Asiatic immigration. Their danger was the same as the danger of the United States. It must be faced. It might as well be understood that it was in no sense hostility to any nation, but there were certain great principles which must be accepted. One was that no nation has a right to demand of her people to migrate to another free country, or to find a cause of war in it. The first sovereign right was the right to say who should come into the country.

PARIS LIT UP AGAIN.

A pleasant surprise was sprung on Paris on the evening of October 7th when the streets, for the first time since the outbreak of the war, suddenly gave evidence of its right to the proud title of a ville lumineuse. After having been for many months past, owing to the shortage of coal, kept every evening in a state of semi-darkness, the streets that evening burst into a brilliancy that almost equalled the pre-war days. All the city's 17,000 street gas lamps were once more lighted.

A VERNACULAR FREE
SCHOOL.

OPENED BY H.E. THE GOVERNOR.

THE QUESTION OF JUVENILE
LABOUR AND SCHOOLS.

The Tung Wah Hospital Committee play a great and beneficent part in the life of the Chinese community of Hongkong. In addition to the hospitals maintained by them, they have also provided a number of free schools for poor children. Such a school, in Hollywood Road, constructed at a cost of \$25,000—\$25,000, of which was provided by the Government and the balance from the collections of the Man Mo Temple—was formally declared opened by H.E. the Governor, yesterday evening, in the presence of a very large gathering. The school which is adjacent to the temple is a somewhat imposing building and a fine example of Chinese architecture. It is sufficiently commodious to contain over 200 pupils.

The work was carried out by Messrs. Palmer & Turner, Architects. Those present at the ceremony, in addition to His Excellency the Governor, were the Hon. Mr. E. B. Hallifax, the Hon. Mr. E. A. Irving, the Hon. Mr. Lau Chupak, the Hon. Mr. Ho Fook, the Rev. G. T. Waldegrave, Mr. L. Forster, Mr. A. B. Cavalier, Mr. L. G. Bird, Mr. W. Jackson, the Rev. H. B. Wells, Mr. Choy Hing, Mr. S. W. Tao, Mr. Li Wing Kwong, Mr. Chow Sou-sun, Mr. Ho Kom-tong, Mr. R. H. Kotwall, Mr. Ho Wing, Mr. Chan Kian-yue, Mr. Fung Ping-shan, Mr. Chow Siu-kai, Mr. Kwok Siu-lam, Mr. Y. P. Law, Mr. Ho Kwong and several others.

H.E. the Governor, on arrival, was met by the Committee, headed by Mr. Li Wing-kwong, and accompanied to the door of the school, the Confucian Band playing the National Anthem.

Mr. Li Wing-kwong, Chairman of the Tung Wah Hospital Committee, said:—Your Excellency and gentlemen,—To-day is the day of the opening ceremony of the Chung Wa Shu Yuen, which has been well and truly constructed. I and others, being Directors of the Tung Wah Hospital, have the good fortune to be in office on the occasion of the ceremony. Your Excellency has kindly consented to perform the opening ceremony and the school has received congratulations and presents from many distinguished gentlemen who have been so kind as to come to this meeting. This is, indeed, a great occasion and one that should be a source of happiness to us all. This school is built on the old site of the Man Mo Temple free school and the building was first proposed by the ex-directors and sub-directors of the Ki Mi year. The work has been expedited by the large grants generously made by the Government. We, the Directors of the present year, have thus only carried out the proposals of our predecessors and our year of office has been devoted to this purpose. The object of the re-building is to provide the free school with more accommodation for the poor Chinese boys of the Colony, so that by improved education they may be enabled to earn their livelihood and avoid the consequences of poverty. Enquiries show that there is a large number of poor boys in the Colony who cannot afford an education. The free schools previously established by the Temple and by the Confucian Society within the past ten years have been insufficient to meet this demand, and the attention of the Government has been repeatedly invited to this deficiency by our Chinese representatives on the Legislative Council. Realising this professional and business committees have exerted their utmost efforts to develop the free schools so as to satisfy the desire of the Government in respect of education, and to ensure that the greatest possible benefit should be derived from the kindness of the Kofongs in collecting funds for the purpose of education. This was the desire of the Committee, sub-Committee and Kofongs who were our predecessors, and was also the hope of the professional and business communities. The school has three stories and has accommodation for several hundred students. In future, though we cannot give education to all poor boys of the Colony, yet we can admit several hundred in addition to the old number. Thus will the wishes of the public be gratified, and the ex-Committee and sub-Committee be happy in the fulfilment of their duty. Our honour has been to follow them in this work. I beg that your Excellency will perform the opening ceremony. (Applause.)

THE GOVERNOR'S SPEECH.

H.E. the Governor said:—Mr. Li Wing Kwong and gentlemen,—This is the second occasion within a few weeks, on which I have had the privilege of being associated with an extension of the philanthropic activities of the Tung Wah Hospital Committee. On the previous occasion

it was for the bodily needs of the Chinese community that provision was being made; this time the provision is for their mental advantage. I congratulate the Committee on the progressive policy which they have adopted and on the admirable work which they have found for the funds which have been placed at their disposal. It is unnecessary nowadays to lay stress on the importance of education for any people who desire to maintain and improve their position in the world, and it is a great satisfaction to find that the representatives of the Chinese community of Hongkong realise that the provision of educational facilities is not a matter which can, or should, be left wholly to the Government, but that the community itself, through its recognised heads, can play an important part in the advancement of the interests of the future generation of Chinese. The Government has assisted in the building of the present school by means of a grant-in-aid and will always be ready to co-operate with the Chinese community in educational work, but I am confident that the best results will be obtained if the matter is left as largely as possible in the hands of the Chinese community and its worthy representatives. In this connection I should like to say a word of appreciation of the activities of the Confucian Society, which has now established twenty-four schools for the poorer classes, and, I understand, is preparing, with the assistance of a grant from Government funds, to extend the scope of its work. My hon. friend and colleague Mr. Lau Chupak has taken a prominent part in this movement, and I am sure that the value of his services to his fellow countrymen whom he represents on the Legislative Council is as fully appreciated by them as it is by the Government. (Applause). An interesting example of the cordial co-operation between the Tung Wah Committee and the Government may be seen in the school which I am opening to-day. The Committee has agreed to devote one floor of the building to the use of a normal school under the auspices of the Director of Education. This school will be of inestimable value in the training of teachers for vernacular schools.

In expressing my most sincere wishes for the success of the new Man Mo School, I may, perhaps, allude briefly to one aspect of elementary education to which I personally attach great importance. One of the most difficult of the social problems of Hongkong is the question of child labour. The employment of little children in work, frequently of too heavy a character for their years and the continual appearance at the Police Courts of child hawkers are features of the life of the Colony which no one can regard without regret. This employment of children is, no doubt, largely due to economic causes with which it is not easy to deal, but there is no doubt also that in many cases children are so employed because they cannot be left alone while their parents are at work. If the children can be sent to school this difficulty will be removed, and with the extension of facilities for free or very cheap education, such as are provided by the present school and by the Confucian Society's schools to which I have already referred, I look forward with confidence to great improvement in this respect in the near future. It only remains for me to repeat my congratulations to the Committee and to declare the new Man Mo School open. (Applause).

His Excellency was then handed a gold key, by Mr. Bird, bearing the following inscription:—"Key of the entrance door of the Man Mo Temple School, presented to H.E. Sir B. E. Stubbs, K.C.M.G., December 1st 1920." His Excellency opened the door and was the first to enter within. An inspection of the new premises took place, after which all present sat down to tea.

GERMAN DUMPING.

Manufacturing opticians in Great Britain are feeling the effect of German competition. It is asserted that, by taking advantage of the current rate of exchange, German makers are offering prism binoculars and other instruments at a low price, the cost of manufacture in the United Kingdom.

As the binoculars are offered in large quantities, two recent propositions put forward by agents on behalf of German principals having been concerned with 15,000 pairs in one case and 9,000 pairs in another, it is believed that a deliberate attempt is being made to strangle an industry which during the war was carefully and successfully developed in Great Britain.

Microscopes are also being offered, and sold to the detriment of the English makers, but up to the present the Germans have not succeeded in getting back with their camera lenses, partly because there is no great demand for these separate from cameras.

It is asserted that the quality and finish of the German goods show a decided deterioration on the pre-war standard, and their chief appeal to the purchaser is that of cheapness. But for the operation of the exchange British manufacturers feel that they could win hands down in competition for the market.

HOW COLOUR AFFECTS
THE MIND.

CURING MENTAL ILLS BY ITS USE.

[BY DOROTHY HUNT.]

The war made demands upon every branch of genius, and in the end it was not at all surprising that artists, who are as far from war as the poles apart, were called upon to contribute of their art towards the common effort of defeating the enemy.

The artist, with his colour schemes for camouflaging the fleet and transports to protect them from the submarines, found a definite place in the making of war.

In France also a tremendous part was played by colour in the making and remaking of decoy villages and artillery depots, which, according to reliable enemy sources, completely baffled them.

But perhaps the greatest part that colour played, and is still playing, in the ravages of war was that of giving health to broken and nerve-shattered men. Mr. Prosser, the well-known writer and colour psychologist applied the use of colour to shell-shock cases and met with instant success.

SUGGESTIVE ART.

By an elaborate colour scheme he was able to deal with the worst cases of shell-shock from the time of their being brought into the hospital. The worst cases as they entered were put into the sunshine-rooms decorated so as to give the men a complete contrast from the ghastly conditions in which they had been living. The colours in the sunshine wards were arranged to suggest intensified life and health, in the belief that to suggest health is in a great measure an assurance that the patient will be affected. "I mean," says the suggestion and help himself to become well merely because he is living in health-giving surroundings.

Shell-shock means terrible depression, which reacts upon the human body and depletes it of all its vitality. In this state of mind the patient requires powerful suggestions of life and health. Colour makes an instant appeal to all mental cases and by putting patients in surroundings usually associated with pleasant scenes—usually a combination of apple-blossom pink, daffodil yellow, and apple green, it was found that they at once showed signs of cheerfulness and steady recovery.

The reason for this combination is that by experiment it has been proved that yellow, green, and pink react upon the mind and body to such an extent that they are powerful stimulants, as well as suggesting life to the eye.

SUGGESTIVE ART.

The ceilings in all the wards are blue, which colour is an aid to reflection and concentration.

The very bad cases, that is, those who were raving and very depressed, had to be put in padded rooms coloured with mauve, which has the effect of calming the patient, with a sleeping room of mauve and yellow hangings. The rest room and library for the cases that are not so violent are usually decorated in blue and mauve, for in these colours you get a combination of calmness and reflection.

A test was made some time ago on some soldiers who were suffering from shell-shock, and general nervous disorders. They were put into a room coloured mauve and blue, and immediately objected, remarking that the colour was "getting on their nerves and they'd go mad in this room." After a week of this treatment they were removed to another room coloured apple green; it was not very long before they all applied to be allowed to return to the previous room.

They testified to the soothing effect of the former room, and said that the colours, which at first got on their nerves, began to make them feel at ease, and they went on to be living in a calm and restful atmosphere.

There is little doubt that from the point of view of health there is a tremendous future in colour psychology.—*Express*.

SECRETS OF FLIGHT.

FISH, BIRDS, AND AEROPLANES.

At the scientific meeting of the Zoological Society on October 19th, Colonel Hankin of the Indian Medical Service, described observations he had made on the flight of flying fishes and the soaring flight of vultures. He said that the two kinds of flight were much alike in the mechanical nature and in the state of speed attained under different conditions of temperature and weather. He thought that the secret of soaring flight might be penetrated by observations of flying fish. Experiments made in France suggested that the causes formed under the wings were the cause of propulsion, but he admitted that the explanation was still unsatisfactory. He had noticed that the tips of the wings in both the fish and the birds were flexed separately from the general wing surface, and that the wings in both cases were used in the same way for the sudden arrest of rapid flight.

Mr. Handley Page said that there was a close parallel between the development of the bird and the development of the aeroplane. In a primitive bird, like the fossil archæopteryx, the "expansion of wing" was relatively small, the tail enormous, the function of the tail being to secure stability. In early aeroplanes, also, the tail was relatively very large. The single curvature of the wings was such that in the absence of a large tail any tendency of the nose to rise or fall out of the horizontal position increased, unless it were corrected by the tail. In the more modern "double-curved" aeroplanes, wings, and especially in those with flexible tips, the tendency was towards the automatic correction of deviations from stability, and the tail became less important.

Mr. Handley Page said that the tail was an important part of the aeroplane, and that it was an "aerodynamical engineer," he confessed that he was not much impressed by the sections of birds' wings, and those which, like vultures, engaged in soaring flight had much less perfect wings than smaller birds. He believed that soaring flight was due to upward currents of warmer air, and that the birds had to flap, or to gain forward motion by descending, when they passed from one upward current area to another.



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WHO'S WHO IN EUROPE.

LITTLE GLIMPSES OF BIG MEN

(BY LUCY JONES.)

(Mr. Lucien Arthur Jones, who is the son of Mr. Henry Arthur Jones, the dramatist, has been for eighteen months the special correspondent of the Daily Express in Eastern Europe, and has recently returned to London. In the following article he writes of European statesmen he has interviewed, and deals with the problems that face them.)

I found d'Annunzio the Dictator of Fiume, or Genoa, as he calls his new kingdom, in his bed-sitting room in the palace of the former Hungarian Governor of the Adriatic coast. Of all the effective pieces of propaganda to which the airman-poet turned his hand his bed-room was the most effective. A gorgeous bedspread of rich red satin, in which were interwoven with cunning hand the Italian national colours and the motto, "Fiume o Morte" (Fiume or Death), immediately struck the eye of the visitor. A riot of flowers in the same scheme completed the picture.

"D'Annunzio, they say, has changed since I last saw him." But he still looks like a dapper little diplomat, with his goatee beard and close-shaven head. Nor has his magnetic brilliance of those eyes, which his enemies allege is due to stimulating drugs, changed. His "charm" holds his subjects under a spell.

D'ANNUNZIO'S CALL

His reply to the question "Why did you go to Fiume?" is now world-famous. "I was on a sick-bed in Rome," said the poet, with a magnificent gesture, "and the voice of God came to me as it came to Joan of Arc, saying, 'Arise, go to Fiume.' His problem apparently seems to be that of sorting up trouble in a part of the world, and eventually plunging Italy and Yugoslavia into war. Only diplomats in Paris and London know how many times during the past year this has been narrowly averted.

When Bela Kun, the Red Dictator of Hungary, fell, a Socialist Ministry reigned for forty-eight hours. Then Stephan Friedman, an unscrupulous statesman, with the aid of Hungarian White officers, placed by a coup d'etat Archduke Joseph Hapsburg as Dictator of Budapest. He was unacceptable to the Entente, and held power for a bare three weeks. But he still casts eyes on the royal crown of St. Stephen.

I remember Archduke Joseph, who was a distant relative only of the old Austrian Emperor Francis Joseph as a bald-headed, middle-aged man, very quietly dressed. He might have been a retired local politician.

When I saw him in a room in the Foreign Office, where a fortnight before Bela Kun had written out his abdication, he smiled in and asked me very politely if he might be interviewed. Rather a change in the order of things.

VANISHED TROUSERS

A very funny story is told of the Archduke. He fled during the Red terror in his palace at Alcut, a few miles outside Budapest. The Soviets took all the best rooms for their families and allowed him to sleep in an attic. When the officers rode out and announced the good news that he was Dictator, they found him in bed. "Sir," said the captain of the guard of honour, "I am to say you have been entrusted with the future of Hungary." "That's all right," said Joseph Hapsburg, "but you'll have to ride back to Budapest, and get me a pair of trousers. The Bolsheviks have taken all mine."

I have interviewed Prince Eustace Sapieha, Polish Minister for Foreign Affairs, and formerly Polish Minister in London, several times. He was kind enough to grant to me the first interview he has ever given to any British or American journalist. His problem is the one of bringing about peace between his country and Russia. It is not an enviable one, now that the streets of Warsaw are ringing with the Polish victories. He sincerely desires peace, and, with the aid of Mr. Witos, the present Cincinnatus, and M. Daszynski, the Vice-Premier, has fought a long and grueling fight against the Polish war party.

I found him always courteous and always suave. He dresses well, and forms a striking contrast to M. Witos, the Premier, who has never worn a tie in his life. The Prince speaks perfect English. His father, a naturalized Englishman, was a colonel in a Hussar regiment.

PEER TO MARRY SHOP ASSISTANT

LORD MELVILLE'S BETROTHAL IN HIS 78TH YEAR.

EDINBURGH, October 14th. The romantic engagement of a Scottish peer to an Edinburgh shop assistant has just become known, and it is understood that the marriage is shortly to take place. Both parties are very reticent, and decline to discuss the matter, but the fact is admitted by the bride-elect.

The peer is Viscount Melville, of Melville Castle, Larne, and Cottesbrook Hall, Northamptonshire. His father, the late Viscount Melville, was a "patron" of Messrs. Pears, and the attachment between him and Miss Todd was doubtless the result of their occasional meetings there.

Miss Todd is a tall, prepossessing woman, of about 40, and though Lord Melville is considerably her senior, he is very active and energetic.

Lord Melville, who is 77 years of age, succeeded his brother in the peerage in 1904. He was for 27 years in the Consular Service, from which he retired in 1908. He has already been twice married. His first wife, a daughter of William Scully, of Rio de Janeiro, died in 1890. His second wife, whom he married in 1891, was a daughter of Dr. George Hamilton, of Falkirk. She died in 1918. The Viscount has four sons and two daughters. Another son, the Hon. Kenneth Robert Dundas B.N.V.L., was killed in action at the Dardanelles in 1915.

Lord Melville has taken little part in public affairs, preferring to live a quiet country life. He has in recent years not kept up a very substantial residence at Melville Castle, Times.

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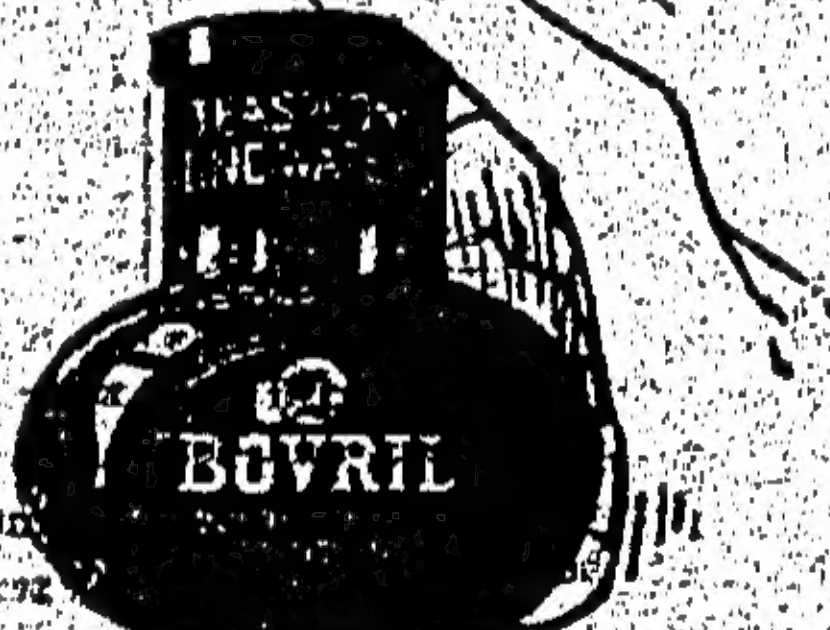
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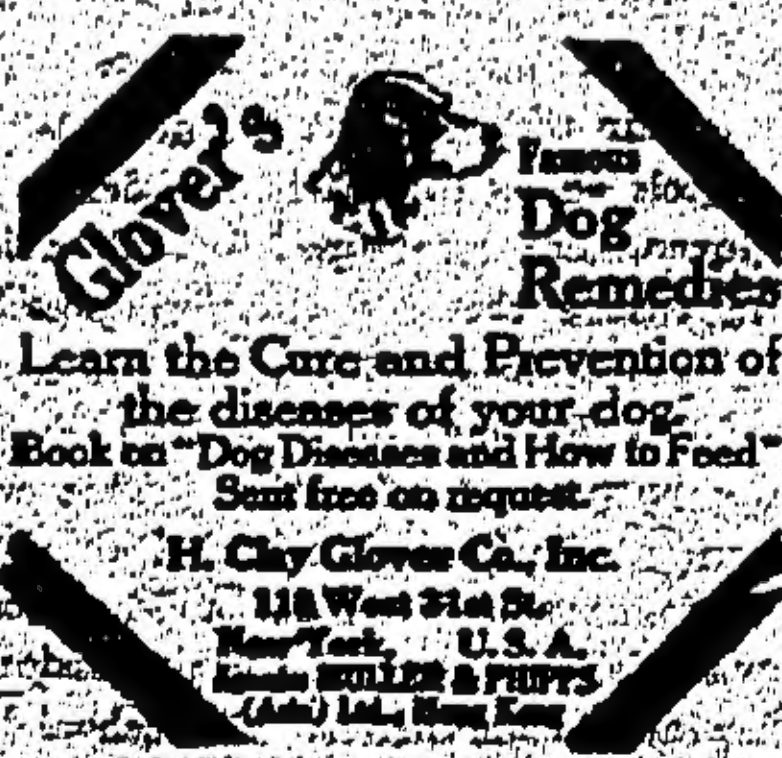


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SHIPPING NEWS

ARRIVALS.

December 1st.

Amakusa Maru, Japanese str., 2,350 tons, Capt. Harada, from Koolung, with a cargo of coal.—U.S.K.

Chat Sang, British str., 1,740 tons, Capt. Courtney, from Singapore, with a general cargo.—J.M. & Co.

Chonan, British str., 1,455 tons, Captain Putlow, from Shanghai and Swatow, with a general cargo.—B. & S.

Haiching, British str., 1,907 tons, Capt. Stewart, from Swatow, with a general cargo.—D. L. & Co.

Morlow, British str., 896 tons, Capt. Christiansen, from Hongkong, with a cargo of coal.—B. & S.

Hwa Ping An, Chinese str., 910 tons, Capt. Bamland, from Canton, in ballast.—Kwong Mon Tai.

Hong Sang, British str., 1,333 tons, Capt. Holmwood, from Canton, with a general cargo.—J.M. & Co.

Hupei, British str., 1,905 tons, Capt. Penfold, from Saigon, with a general cargo of rice.—B. & S.

Myndang, British str., 561 tons, Capt. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.

Kwai Sang, British str., 1,488 tons, Capt. Hussey, from Kobe, with a general cargo.—J. M. & Co.

M. S. Dollar, British str., 2,900 tons, from Manila, with a general cargo.—R. Dollar & Co.

Phuenpin, British str., 1,065 tons, Capt. Lewis, from Saigon, with a cargo of rice.—Wo Fat Shing.

Yuanhing, Chinese str., 297 tons, Capt. U. A. de Souza, from K. C. Wan, with a general cargo.—Po On S.S. Co.

Yuanhing, British str., 1,750 tons, Capt. Benson, from Canton, with a general cargo.—B. & S.

Taming, British str., 1,356 tons, Capt. Milne, from Manila, with a general cargo.—B. & S.

Tokyo Maru, Japanese str., 3,299 tons, Capt. Kondo, from Wakamatsu, with a cargo of coal.—T.K.K.

Wa San, Chinese str., 245 tons, Capt. Chen Kuan Shing, from K. C. Wan, with a general cargo.

PASSENGERS.

DEPARTURES.

For *ss. Ecuador*, Mr. and Mrs. D. Abecasis, Mrs. M. L. Allen, Mr. and Mrs. J. Aquino, Mrs. O. Beckman, Miss Jean E. Beckman, Mr. Brockman, Mr. Wm. Beck, Mrs. A. O. Brady, Mr. and Mrs. E. E. Carrier, Mr. and Mrs. H. B. Cassel, Mrs. M. R. das Chagas, Mr. M. das Chagas, Mr. G. das Chagas, Mr. M. H. M. Dierker, Mr. V. H. Dent, Mr. Thomas Dixon, Comr. C. de Resende, Duirachol, Mr. and Mrs. L. M. Demoritz, Mr. Norman P. Ellis, Mr. John P. Erdman, Mr. and Mrs. E. T. Easley, Mr. E. C. Eudt, Mr. W. O. Francis, Mr. E. G. Fitzsimons, Mr. and Mrs. E. K. Krazor, Mrs. G. R. Guley, Mr. J. Hauser, Mr. J. E. Hargreaves, Mr. H. Healy, Mr. Axel K. Jensen, Mr. and Mrs. E. J. Jeffery, Miss J. Jeffery, Mr. H. H. Knicker, Mr. Z. Kiyama, Mr. and Mrs. W. H. Lewis, Mr. A. C. Langdon, Mr. John L. Leslie, Mr. J. C. Macdonald, Mr. R. M. Morris, Mr. B. O. Marston, Capt. Andrew Martin, Mrs. A. Martin, Mr. H. V. McKee, Mr. J. O. Nardin, Mr. and Mrs. R. W. Patterson, Mrs. Helen A. Press, Miss Belle E. Press, Mr. and Mrs. A. Peacock, Mr. and Mrs. I. Raddolph, Mr. R. E. Robinson, Mr. O. G. Richards, Mr. and Mrs. A. M. de Silva, Mr. and Mrs. Geo. W. Valley, Mr. G. Whitaker, Miss L. O. Wilson and Mr. K. L. Justian.

SHIPPING MOVEMENTS.

The *ss. China* will sail for San Francisco via Shanghai, Nagasaki, Yokohama and Honolulu on Saturday, December 4th, at noon.

The T.K.K. *ss. Korea Maru* sailed from Nagasaki on November 30th, and is due at this port on December 3rd.

The R.M.S. *Empress of Russia* arrived at Yokohama on November 30th, left there on November 30th, p.m., and is due at Hongkong on December 11th, a.m.

The *ss. St. Albans* left Manila for Hongkong on November 30th, at 4.30 p.m., with the Australian mail, and is due here on January 3rd, at daylight.

The N.Y.K. *ss. Lima Maru* (Hamburg Line) left Kobe for this port via Shanghai and Dairen on November 24th, and is expected here on December 12th.

The N.Y.K. *ss. Kamo Maru* (European Line) left Kobe for this port via Moji and Shanghai on November 30th, and is expected here on December 6th.

The N.Y.K. *ss. Yokohama Maru* (European Line) left for this port via Suez on November 27th, and is expected here on January 6th.

VESSELS EXPECTED.

Glenahane from Shanghai, due December 1st.

Waka Maru (Australian Line), due Dec. 1st.

Wangoon Maru (Calcutta Line), due Dec. 7th.

Stella due December 31st about 7 a.m.

Takotoyo Maru (Calcutta Line), from Japan, due December 4th.

Takotoyo Maru (Calcutta Line), from Japan, due on December 4th.

Tokushima Maru (Liverpool Line), due Dec. 13th.

Kushima Maru (Hamburg Line), due Dec. 6th.

Yokohama Maru (Bombay Line), due December 17th.

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining unclaimed after Dec. 3rd, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Dec. 5th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas on Friday, Dec. 3rd, at 10 a.m.

No Fire Insurance has been effected.

B. RODENFUSER, Acting Agent.

Hongkong, November 27th, 1920. [1845]

S.S. "AMAZON"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining unclaimed after Dec. 4th, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before Dec. 7th, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Saturday, Dec. 4th, at 10 a.m.

No Fire Insurance has been effected.

B. RODENFUSER, Acting Agent.

Hongkong, November 28th, 1920. [1845]

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"EQUADOR," "YNNEXUNLA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

SHANGHAI-HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havre, Genoa and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO.
Hotel Manakoa
Cable Address "POMAN"

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF AGRA" ... via Panama ... 30th Dec.

"LAGHEDON" ... via Suez ... 13th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG.
HO NGKONG and CANTON. REISS & CO., CANTON.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

(via Suez or Panama)

For NEW YORK

"GAELIC PRINCE" ... 20th January (via Panama).

For Freight and full particulars apply to—

FURNESS WITBY & CO., LIMITED.

Telephone 3165.

St. George's Building.

Telegrams "Furprincc."

[1833]

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL NAME	FLAG	FOR FREIGHT APPLY TO	TO BE SHIPPED
NEW YORK & on route via PANAMA	Burgess	Am.	The Admiral Line Pacific S.S. Co.	About 15th inst.
NEW YORK via PANAMA	City of Agre	Brit.	The Bank Line, Ltd.	On 30th inst.
NEW YORK or Boston via SUEZ CANAL	Bolton Canine	Brit.	Dowell & Co., Ltd.	On 30th inst.
HAN FRANCISCO via SHANGHAI & JAPAN, &c.	Persia Maru	Jap.	China Mail S.S. Co., Ltd.	On 2nd inst.
HAN FRANCISCO via SHANGHAI & JAPAN, &c.	China	Am.	China Mail S.S. Co., Ltd.	On 2nd inst.
HAN FRANCISCO via SHANGHAI & JAPAN, &c.	Korea Maru	Jap.	China Mail S.S. Co., Ltd.	On 2nd inst.
HAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 2nd inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	City of Spokane	Am.	The Admiral Line Pacific S.S. Co.	On 2nd inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	West Japan	Am.	Frank Waterhouse & Co.	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Pushimi Maru	Jap.	Nippon Yusen Kaisha	On 14th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Empress of Russia	Brit.	Canadian Pacific O. S. Ltd.	On 18th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Monteale	Brit.	Butterfield & Swire	On 18th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Taiti Maru	Brit.	Butterfield & Swire	On 18th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Alamaba Maru	Jap.	Ozaka Shosen Kaisha	On 18th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Sumali	Brit.	P. & O. B. L. & A. L.	About 7th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Chili	Brit.	Butterfield & Swire	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Telemechus	Brit.	Nippon Yusen Kaisha	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Kamukura Maru	Jap.	Butterfield & Swire	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Demedchus	Brit.	Butterfield & Swire	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Havana Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Thesus	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Ri eses	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	City of Lincoln	Brit.	The Bank Line, Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Agapocor	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Moncluse	Am.	The Admiral Line Pacific S.S. Co.	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Lima Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Hakodate Maru	Jap.	P. & O. B. L. & A. L.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Kangsan	Brit.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Dundra	Brit.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Imusa Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Shogon Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Kwanang	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Yao Waserwyck	Dut.	Java-China-Japan-Lin	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	China	Brit.	Dowell & Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Taketo Maru	Am.	China Mail S.S. Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	West Bika	Am.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Kanowa	Brit.	P. & O. B. L. & A. L.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Victoria	Chi.	The China & Australia S.S. Co.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Changsha	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Taiyo Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Taiyo Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Tokyo Maru	Jap.	Yokohama Specie S.S. Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Changsan	Brit.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Honolulu Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Niko Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Dundra	Brit.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Sunning	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Chenan	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Kwongsang	Jap.	Jardine, Matheson & Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Shogon Maru	Jap.	Nippon Yusen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Shinkang	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Andre Labou	Brit.	Dowell & Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Suiyang	Brit.	Messageries Maritimes	About 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Haiching	Brit.	Butterfield & Swire	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Chinhuu	Brit.	Douglas Lapsack & Co.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Hailong	Brit.	Douglas Lapsack & Co.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Hailong	Brit.	Douglas Lapsack & Co.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Takassag	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Amakusa Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Bohai Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Yokohama	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Tamag	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Unnan Maru	Jap.	Ozaka Shosen Kaisha	On 15th inst.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Bornso Maru	Brit.	Dowell & Co., Ltd.	About 24th inst.

WEATHER REPORT.

December 1st, at 12.02—No returns from Japan.

Pressure has increased considerably at Vladivostok; other changes are slight. An anticyclone of considerable intensity is central over St. Manchuria.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 106.07 inches against an average of 83.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Direction	Forecast
Hongkong to Gap Rock	N.E. winds, fresh; cloudy, rain later.
Formosa Channel	(N. winds fresh to strong.)
South coast of China between Hongkong and Lamook	The same as Hongkong and Lamook (No. 1.)
South coast of China between Hongkong and Hainan	The same as Hongkong and Hainan (No. 1.)

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 1st.

	Previous Day at 3 p.m.	On Date at 6 a.m.	On Date at 3 a.m.
Barometer	29.90	29.94	29.59
Temperature	79	68	68
Humidity	86	74	80
Wind Direction	East	ENE	East
Force	0	1	4
Weather	0	0	od
Rain	—	—	—

Highest open-air Temperature on 30th, 79.0

Lowest open-air Temperature on 1st, 57.

SUNRISE AND SUNSET IN HONGKONG.

FOR DECEMBER.

Date	Sunrise a.m.	Sunset p.m.
December 1st	6.47	5.33
2nd	6.47	5.33
3rd	6.48	5.33
4th	6.49	5.33
5th	6.49	5.33
6th	6.50	5.33
7th	6.51	5.33
8th	6.52	5.33
9th	6.53	5.33
10th	6.53	5.33
11th	6.54	5.40
12th	6.54	5.40
13th	6.55	5.40
14th	6.56	5.41
15th	6.56	5.41
16th	6.57	5.42
17th	6.57	5.42
18th	6.58	5.43
19th	6.58	5.43
20th	6.59	5.43
21st	6.59	5.44
22nd	7.00	5.44
23rd	7.00	5.45
24th	7.01	5.45
25th	7.01	5.46
26th	7.02	5.47
27th	7.02	5.47
28th	7.03	5.48
29th	7.03	5.48
30th	7.03	5.49
31st	7.04	5.49

HONGKONG TIDE TABLE.

From December 2nd to 6th, 1920.

Day of Month	High Water	Low Water	
		Standard Time	Height
Thurs. 2	4 m 12 s	11 m 12 s	11 m 12 s
Fri. 3	4 m 25 s	11 m 25 s	11 m 25 s
Satur. 4	4 m 41 s	11 m 41 s	11 m 41 s
Sun. 5	4 m 58 s	11 m 58 s	11 m 58 s
Mon. 6	5 m 15 s	12 m 15 s	12 m 15 s
Tues. 7	5 m 32 s	12 m 32 s	12 m 32 s
Wed. 8	5 m 50 s	12 m 50 s	12 m 50 s

CPLOS

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (Mon) Kobe & Yokohama

Vessel	Day	Time
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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EMPEROR OF RUSSIA	Dec. 16	Jan. 3
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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOYA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at OAL OUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
ELLERMAN & BUCKNALL SS. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & ROTTERDAM ... "CITY OF LINCOLN" ... 15th Dec.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

to Burns & Co., Canton.

THE BANK LINE, LTD.
General Agents.O. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 2nd Dec. Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 4th Dec. 4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 4th Dec. 4 P.M.
SWATOW and HANGKOW	"CHENAN"	On 7th Dec. 10 A.M.
AMOI, SHANGHAI & FUKUO	"SUIYANG"	On 7th Dec. 4 P.M.
SHANGHAI	"SINKIANG"	On 8th Dec. Noon

SHANGHAI LINE—PASSENGERS, MALES AND CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular subservice between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHONG"	—	Capt. A. H. Stewart	FRIDAY, 2nd Dec., at 12 Noon.
"HAICHONG"	—	Capt. W. C. Passmore	TUESDAY, 7th Dec., at 12 Noon.
"HAICHONG"	—	Capt. J. S. Thomson	FRIDAY, 10th Dec., at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Duty to Arrive Duty to Sail

RR. WEST HIKO	Dec. 6th	Dec. 11th
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Terms of Lading to all U.S. and Canadian Overland Points no Transshipment on route. Ship's connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai, (Manila, Singapore).

Hongkong Office—Prince of Wales, Chater Bldg.
Tel. No. 1023.

CHAS. E. RICHARDSON
General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"SOMALI"	6,713	7th Dec.	Marseilles, London & Antwerp
"DUNERA"	5,400	15th Dec.	Singapore, Colombo & Bombay
"DEVANHA"	5,100	17th Dec.	Marseilles, London & Antwerp
"SICILIA"	6,702	21st Dec.	Marseilles, London & Antwerp
"PLASSY"	7,246	21st Jan. 1924	Marseilles, London & Antwerp
"DELTA"	8,000	4th Feb.	do.
"KHIVA"	9,000	18th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWA"	7,100	2nd Dec. Noon	Sandakan, Thursday Island, 1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in Bay of the P. & O. Tientsin Singapore to Calcutta.
"ST. ALEANS"	4,570	2nd Dec.	Cairns, Townsville, Brisbane.
"EASTERN"	4,000	17th Jan.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DUXERA"	5,400	2nd Dec. 8 A.M.	Shanghai Only
"ST. ALEANS"	4,570	4th Dec.	Japan direct
"SICILIA"	7,000	5th Dec. 4 P.M.	Shanghai, Kobe & Yokohama
"TAYDA"	7,000	8th Dec.	Shanghai & Japan
"BANCA" (Cargo)	6,500	14th Dec.	Shanghai & Japan

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in Bay of the P. & O. Tientsin Singapore to Calcutta.
All China are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Cargo Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Gorman & Dore, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYANA MARU" ... Sunday, 5th Dec.
Call Marseilles

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS
DURBAN & CAPE TOWN via SINGAPORE.
"TACOMA MARU" ... Tuesday, 9th Dec.
Call Marseilles

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"TACOMA MARU" ... Saturday, 18th Dec.
Call Marseilles

SAIGON, HANGKOW & SINGAPORE—Regular monthly service.
"TACOMA MARU" ... Saturday, 4th Dec.
Call Marseilles

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
"TACOMA MARU" ... Saturday, 11th Dec.
Call Marseilles

VICTORIA, VANCOUVER, SEATTLE & TACOMA
via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ALABAMA MARU" ... Saturday, 11th Dec.
Call Marseilles

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.
"AMURE MARU" ... 27th Jan. 1924.

NEW ORLEANS LINE.
"SUMATRA MARU" ... Thursday, 9th Dec.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.
"HIMALAYA MARU" ... Tuesday, 7th Dec.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... Sunday, 5th Dec.

TAKAO via SWATOW & AMOI.
"BOHJU MARU" ... Thursday, 2nd Dec. 10 A.M.
For sailing dates and further particulars apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.
Tel. No. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Av. Hongkong for Australia
"CHANGSHA"	2nd Dec.	13th Dec.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have spacious accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and Passage apply to—
BUTTERFIELD & SWIRE, Agents.
22, Des Voeux Road Central.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
"FERDIA MARU"	9,000	... Dec. 2nd
"KORMA MARU"	90,000	... Dec. 17th
"HIMERA MARU"	90,000	... Dec. 31st
"TOMO MARU"	90,000	... Jan. 13th
"SHIMO MARU"	90,000	... Feb. 7th, 1924.

* Not calling at Shanghai. * Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALLISA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDINIAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
TOKYO MARU (Cargo only)	—	Dec. 9th.
KIYO MARU	17,300	Jan. 10th, 1924.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. No. 2374 & 2375.

Agents at Canton:

Messrs. T. R. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 12,000	On or about 13th Dec.

MARSEILLES via SAIGON, HANGKOW, COLOMBO, DUBOUL, SUEZ, PORT SAID	"CHILI" 10,000	On or about 15th Dec.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. KODENFUSER.

Acting Agent, Queen's Building.

Telephone 740.



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For PORTLAND direct.

(Callings at Kobe and Yokohama).

"MORTAGUE" ... About Dec. 18th.

Through bills of lading issued to Overland Points U.S. in connection with Chicago Milwaukee and St. Paul Railway.

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Telephone 2477 & 2478. Fifth Floor, Hotel Manukou.

SERVICE to UNITED STATES

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S.S. "SURUGA" ... about 15th Dec.

For HAVANA, CUBA.

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POST OFFICE NOTICE

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where calls are advertised to close at or before 5 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	City of Spokane	2nd Dec.
SHANGHAI	Suiyang	3rd Dec.
EUROPE (via Negapatam)	Hong Kong	3rd Dec.
MANILA and AUSTRALIA	St. Albans	3rd Dec.
JAPAN	Tokyo Maru	4th Dec.
STRAITS	Silvia	5th Dec.
STRAITS and CALCUTTA	Toshima Maru	5th Dec.
MANILA and AUSTRALIA	Kangaroo Maru	7th Dec.
STRAITS	Changsha	7th Dec.
STRAITS	Shizuka Maru	8th Dec.
SHANGHAI and JAPAN	Kamo Maru	8th Dec.

OUTWARD MAILS.

FOR	PER	DATE
Hongkong and Haiphong	Takung	Thursday, 2nd, 6.00 A.M.
Swatow, Amoy and Takao	Suiyang	Thursday, 2nd, 9.00 A.M.
Japan, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO	Peina Maru	Thursday, 2nd, 9.00 A.M.
Shanghai and North China	Sunning	Thursday, 2nd, 10.00 A.M.
Australia and New Zealand via Thursday Is	Kanama	Thursday, 2nd, 10.00 A.M.
Swatow, Amoy, and Takao	W. S. Sun	Thursday, 2nd, 4.00 P.M.
Swatow, Amoy, and Takao	Hydrangea	Thursday, 2nd, 4.00 P.M.
Swatow, Amoy, and Takao	Haiching	Friday, 3rd, 11.00 A.M.
Philippine Islands	Yuenang	Friday, 3rd, 2.00 P.M.
Shanghai and North China	Kuonang	Friday, 3rd, 3.00 P.M.
Japan	Typhoon	Friday, 3rd, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Saturday, 4th, 1.00 A.M.
Shanghai, North China, and Japan	China	Saturday, 4th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Saturday, 4th, 3.00 P.M.
Philippine Islands	Typhoon	Saturday, 4th, 3.00 P.M.
Shanghai and N. China	Yuenang	Saturday, 4th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Sunday, 5th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Sunday, 5th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Sunday, 5th, 3.00 P.M.
Philippine Islands	Typhoon	Sunday, 5th, 3.00 P.M.
Shanghai and N. China	Yuenang	Sunday, 5th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Monday, 6th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Monday, 6th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Monday, 6th, 3.00 P.M.
Philippine Islands	Typhoon	Monday, 6th, 3.00 P.M.
Shanghai and N. China	Yuenang	Monday, 6th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Tuesday, 7th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Tuesday, 7th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Tuesday, 7th, 3.00 P.M.
Philippine Islands	Typhoon	Tuesday, 7th, 3.00 P.M.
Shanghai and N. China	Yuenang	Tuesday, 7th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Wednesday, 8th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Wednesday, 8th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Wednesday, 8th, 3.00 P.M.
Philippine Islands	Typhoon	Wednesday, 8th, 3.00 P.M.
Shanghai and N. China	Yuenang	Wednesday, 8th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Thursday, 9th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Thursday, 9th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Thursday, 9th, 3.00 P.M.
Philippine Islands	Typhoon	Thursday, 9th, 3.00 P.M.
Shanghai and N. China	Yuenang	Thursday, 9th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Friday, 10th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Friday, 10th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Friday, 10th, 3.00 P.M.
Philippine Islands	Typhoon	Friday, 10th, 3.00 P.M.
Shanghai and N. China	Yuenang	Friday, 10th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Saturday, 11th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Saturday, 11th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Saturday, 11th, 3.00 P.M.
Philippine Islands	Typhoon	Saturday, 11th, 3.00 P.M.
Shanghai and N. China	Yuenang	Saturday, 11th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Sunday, 12th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Sunday, 12th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Sunday, 12th, 3.00 P.M.
Philippine Islands	Typhoon	Sunday, 12th, 3.00 P.M.
Shanghai and N. China	Yuenang	Sunday, 12th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Monday, 13th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Monday, 13th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Monday, 13th, 3.00 P.M.
Philippine Islands	Typhoon	Monday, 13th, 3.00 P.M.
Shanghai and N. China	Yuenang	Monday, 13th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Tuesday, 14th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Tuesday, 14th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Tuesday, 14th, 3.00 P.M.
Philippine Islands	Typhoon	Tuesday, 14th, 3.00 P.M.
Shanghai and N. China	Yuenang	Tuesday, 14th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Wednesday, 15th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Wednesday, 15th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Wednesday, 15th, 3.00 P.M.
Philippine Islands	Typhoon	Wednesday, 15th, 3.00 P.M.
Shanghai and N. China	Yuenang	Wednesday, 15th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Thursday, 16th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Thursday, 16th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Thursday, 16th, 3.00 P.M.
Philippine Islands	Typhoon	Thursday, 16th, 3.00 P.M.
Shanghai and N. China	Yuenang	Thursday, 16th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Friday, 17th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Friday, 17th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Friday, 17th, 3.00 P.M.
Philippine Islands	Typhoon	Friday, 17th, 3.00 P.M.
Shanghai and N. China	Yuenang	Friday, 17th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Saturday, 18th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Saturday, 18th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Saturday, 18th, 3.00 P.M.
Philippine Islands	Typhoon	Saturday, 18th, 3.00 P.M.
Shanghai and N. China	Yuenang	Saturday, 18th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Sunday, 19th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Sunday, 19th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Sunday, 19th, 3.00 P.M.
Philippine Islands	Typhoon	Sunday, 19th, 3.00 P.M.
Shanghai and N. China	Yuenang	Sunday, 19th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Monday, 20th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Monday, 20th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Monday, 20th, 3.00 P.M.
Philippine Islands	Typhoon	Monday, 20th, 3.00 P.M.
Shanghai and N. China	Yuenang	Monday, 20th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Tuesday, 21st, 1.00 A.M.
Shanghai, N. China, and Japan	China	Tuesday, 21st, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Tuesday, 21st, 3.00 P.M.
Philippine Islands	Typhoon	Tuesday, 21st, 3.00 P.M.
Shanghai and N. China	Yuenang	Tuesday, 21st, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Wednesday, 22nd, 1.00 A.M.
Shanghai, N. China, and Japan	China	Wednesday, 22nd, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Wednesday, 22nd, 3.00 P.M.
Philippine Islands	Typhoon	Wednesday, 22nd, 3.00 P.M.
Shanghai and N. China	Yuenang	Wednesday, 22nd, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Thursday, 23rd, 1.00 A.M.
Shanghai, N. China, and Japan	China	Thursday, 23rd, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Thursday, 23rd, 3.00 P.M.
Philippine Islands	Typhoon	Thursday, 23rd, 3.00 P.M.
Shanghai and N. China	Yuenang	Thursday, 23rd, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Friday, 24th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Friday, 24th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Friday, 24th, 3.00 P.M.
Philippine Islands	Typhoon	Friday, 24th, 3.00 P.M.
Shanghai and N. China	Yuenang	Friday, 24th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Saturday, 25th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Saturday, 25th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Saturday, 25th, 3.00 P.M.
Philippine Islands	Typhoon	Saturday, 25th, 3.00 P.M.
Shanghai and N. China	Yuenang	Saturday, 25th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Sunday, 26th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Sunday, 26th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Sunday, 26th, 3.00 P.M.
Philippine Islands	Typhoon	Sunday, 26th, 3.00 P.M.
Shanghai and N. China	Yuenang	Sunday, 26th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Monday, 27th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Monday, 27th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Monday, 27th, 3.00 P.M.
Philippine Islands	Typhoon	Monday, 27th, 3.00 P.M.
Shanghai and N. China	Yuenang	Monday, 27th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Tuesday, 28th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Tuesday, 28th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Tuesday, 28th, 3.00 P.M.
Philippine Islands	Typhoon	Tuesday, 28th, 3.00 P.M.
Shanghai and N. China	Yuenang	Tuesday, 28th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Wednesday, 29th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Wednesday, 29th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Wednesday, 29th, 3.00 P.M.
Philippine Islands	Typhoon	Wednesday, 29th, 3.00 P.M.
Shanghai and N. China	Yuenang	Wednesday, 29th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Thursday, 30th, 1.00 A.M.
Shanghai, N. China, and Japan	China	Thursday, 30th, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Thursday, 30th, 3.00 P.M.
Philippine Islands	Typhoon	Thursday, 30th, 3.00 P.M.
Shanghai and N. China	Yuenang	Thursday, 30th, 3.00 P.M.
Swatow, Amoy, and Takao	Yuenang	Friday, 31st, 1.00 A.M.
Shanghai, N. China, and Japan	China	Friday, 31st, 1.00 P.M.
Swatow, Amoy, and Takao	Kuonang	Friday, 31st, 3.00 P.M.
Philippine Islands	Typhoon	Friday, 31st, 3.00 P.M.
Shanghai and N. China	Yuenang	Friday, 31st, 3.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"THESEUS"	7TH DEC. London, Amsterdam & Antwerp
"PYRRHUS"	21ST DEC. London, Amsterdam & Antwerp.
"RHESUS"	4TH JAN. London, Amsterdam & Hamburg.
"MAOHAON"	11TH JAN. London, Amsterdam & Antwerp.
"OANFA"	25TH JAN. London, Amsterdam & Hamburg.

LIVERPOOL SERVICE

"TELEMACHUS"	10TH DEC. Havre & Liverpool.
"ORESTES"	22ND DEC. Liverpool.
"DEMODOCUS"	24TH DEC. Genoa, Liverpool & Glasgow.
"ALCINOUS"	3RD JAN. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

"TALTHYBIUS"	7TH DEC. Victoria, Seattle, Tacoma & Vancouver.
"TYNDAREUS"	30TH DEC. Victoria, Seattle, Tacoma & Vancouver.
"TEUCER"	1ST FEB. Victoria, Seattle, Tacoma & Vancouver.

NEW YORK SERVICE

"LAOMEDON"	18TH JAN. via Suez.
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HOMeward PASSENGER SERVICE

"PYRRHUS"	21ST DEC. for London direct.
"ANCHOISES"	18TH FEB. for Liverpool direct.
"MENTOR"	22ND FEB. for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE,
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COMMERCIAL

OPENING QUOTATIONS.

December 1st	
On London	3/4
Telegraphic Transfer	3/4
Bank Bills, on demand	3/4
Bank Bills, at 30 days sight	3/4
Bank Bills, at 4 months sight	3/4
Credit, at 4 months sight	3/4
Documentary Bills, at 4 months sight	3/4
On New York	1020
On Hongkong	60 1/2
On Shanghai	nom.
On Yokohama	nom.
On Manila	nom.
On Batavia	nom.
On Singapore	nom.
On Rangoon	nom.
On Calcutta	nom.
On Bombay	nom.
On Madras	nom.
On Ceylon	nom.
On Java	nom.
On Sumatra	nom.
On Borneo	nom.
On Celebes	nom.
On Moluccas	nom.
On Philippines	nom.
On Iloilo	nom.
On Zamboanga	nom.
On Cebu	nom.
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